

Mobile Source Work Group Meeting Summary October 13, 2005

The Mobile Source Work Group met for the fourth time on October 13, 2005 from 1:30 – 3:30 PM at NOACA's offices.

The Work Group reviewed modeled emission reductions associated with the distribution of a lower RVP fuel during the summertime for the 8 county nonattainment area, along with rough estimates of reductions for three "collar" counties (Stark, Mahoning, and Trumbull). A reduction of 5.25 Tons Per Day (TPD) of VOCs plus 0.32 TPD of NO_x is projected for the 8 county nonattainment area. The projected VOC reduction for the 3 "collar" counties is 1.43 TPD, with a NO_x reduction of 0.09 TPD. Together, the benefit to the 11 counties would be 6.68 TPD reduction for NO_x and 0.41 TPD of NO_x. The Work Group noted that the reductions in the "collar" counties would not all accrue to the nonattainment area, but some of them would do so. Airshed modeling was requested to see whether Northeast Ohio would benefit from such controls in the "collar" counties. See the attached spreadsheet for more information.

The "collar" counties were studied both because the air over those counties may transport into the nonattainment area and because drivers in those counties enter and leave the nonattainment area. Nonattainment area drivers might also be buying gasoline in the "collar" counties. A comprehensive approach was desired.

The Work Group agreed that a summertime fuel of low-RVP 7.8 psi gasoline was a logical alternative for the nonattainment area and for the "collar" counties and should be considered in future models runs regarding attainment strategies. The fuel was the lowest priced of the alternatives considered, thus having the least economic impact on consumers and businesses in the area. The Work Group agreed that a more stringent fuel could be required if the area does not make attainment in 2010.

The Work Group entertained a presentation/discussion with Sam Spofforth from Clean Fuels Ohio (formerly Central Ohio Clean Fuels Coalition) on biodiesel and ethanol. Mr. Spofforth provided some background on both of those biofuels. The Work Group engaged in an intense discussion regarding the air quality benefits and disbenefits associated with ethanol and biodiesel.

Several studies were referenced including SEMCOGs *Gasoline and Diesel Options for Southeast Michigan* fuel study; The American Lung Association of MN *Twin Cities Gasoline Survey & Comparison* and USEPA's *Analysis of Pre-1998 Engines (EPA420-P-02-001)*. The Work Group agreed that neither biodiesel nor ethanol offered any concrete (USEPA certified) benefits for reducing VOCs or NO_x (precursors to ozone). The Work Group did engage in a brief discussion regarding the economics associated with the production and use of these fuel alternatives. The Work Group agreed it would not be able to recommend either biodiesel or ethanol as a possible control measure for the ozone SIP.

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The Work Group agreed that both biofuels would be reviewed again during the discussions on PM_{2.5} where they might reveal both an economic benefit and a particulate matter benefit.

The Work Group began review of tow motors, forklifts, and ground support equipment that might be powered by electricity, by hybrid engines or by other fuel sources such as hydrogen. The topic will be continued.

The Work Group agreed it would continue its review of fuels, I/M programs, and transportation control measures including the quantification of the costs and benefits of each.

The Work Group again discussed enhancements to the I/M program, asking for more information on increasing the waiver limit, paying for repairs up to the waiver limit, and increasing the cutpoints for 1996 and older vehicles. The number of vehicles currently failing the I/M program were reviewed.

The Work Group agreed to review a draft report to the Task Force via email and to set its next meeting date for November 7, 2005.